

Germans Advance on Both Flanks of Verdun

GERMAN SHELLS RAIN ON WOUNDED IS FRENCH CHARGE

Artillery Trained on Convoys of Disabled and on Ambulances.

RED CROSS SURGEONS VICTIMS OF OUTRAGE

More Crippled Soldiers Killed by Fusillades than in Battle, Says Zouave.

By FRED D. PITNEY.

(By Cable to The Tribune.)

Paris, March 7.—Deliberate shelling by German artillery of French convoys of wounded and Red Cross ambulances during the fighting for possession of Fort Douaumont and the village of that name is charged by French wounded.

"The cannon of the boches bombarded our rear on the road to Verdun," a wounded Zouave told me to-day, "and we fired on our wounded, so that we had to go to the rear by devious footpaths, each wounded man helping a more seriously hurt comrade. I saw one man with an arm shot away helping one whose leg had been shattered."

"The Germans fired on these groups constantly, and we lost more killed that way than in battle."

Surgeons and Nurses Slain.

"All Red Cross ambulances were called whenever they got within sight of the boches' gunners, and many surgeons and nurses were killed by shells. The shell fire of the enemy was so infernal that eventually no ambulance dared to move toward the front, and it was not until the remnants of the wounded convoy of which I was one had reached within seven kilometres of Douaumont village that we could come upon an ambulance."

"Travelling in the deadly straits of Verdun are told by French wounded."

"We were in the first line of trenches," says a letter from a soldier who was twice wounded in the early fighting for Verdun, "and had to stand the shock of the diabolical bombardment. It was double in intensity to that which marked the opening of the French offensive in Champagne last September, in which I took part."

"Our trenches were demolished by the boches' 20's, and men were hurled high in air with their shelters by the explosions."

"Finally came their infantry attack in mass, and then the dance began for both sides. Our mitrailleuses reared up and our seventy-five sang. They died in piles in front of our lines, and still they came on. I got a ball in the thigh, but the wound was not serious, and I kept at work, for we needed all the men we had there. Suddenly we heard the German command to charge. It was that the real butchery began with grenades."

Bodies Lie in Heaps.

"Never have I seen so many bodies. They were lying heaped only eighty yards from our left and right, on top of us and in front of us. The living attackers climbed over the bodies of the dead and kept on coming. Such killing was never known in all the world, and to gratify one man!"

"We received the order to retire, and it was none too soon, for the boches took our line on one side, while we were being shelled by the other. We had to sneak over or be captured. Our captain, declaring he would rather die than be made prisoner, cried: 'Forward!' and

AUSTRALIANS FIGHT BEFORE VERDUN.

London, March 7.—A dispatch from Melbourne to-day stating that Minister of Defence Pearce had announced that an Australian siege brigade was fighting at Verdun is the first statement printed here that British forces were operating with the French at that point.

It had been reported that British artillery had been moved to Verdun and had been doing terrible execution, but it was not known whether the big guns transferred were being manned by British or French.

A delayed Havas dispatch from Salonica says almost all Austrian and German troops which had been concentrated on the Balkan front have left for the western front.

We sprang out. The captain was killed, but six of us were left, with 200 yards to go. We cut our way through another 150 yards, when two shells killed four of our number and wounded the other two, myself for the second time. A wounded comrade and I dragged ourselves forward to a trench, and from there were brought to a hospital.

"The Germans shelled us with gas shells, and I am coughing yet from the effects. If we had not had masks all of us would have been poisoned by the gas."

German Patrol Surprised.

Paul Erio, in the "Journal," tells of meeting ninety-two prisoners taken at Douaumont, saying:

"They were from Brandenburg and Westphalia and said they belonged to the class of 1916. All were convinced the Crown Prince would take Verdun and that this would end the war. When a French soldier said, 'Verdun will be your cemetery,' the German replied, 'You're more men than you!'"

Telling prisoners said 200 of them had been ordered to take a farm near Douaumont which had been reduced by shell fire. They advanced without meeting resistance and thought they had an easy job before them. Suddenly the Germans were met by a fusillade.

"The French, who had occupied the remains of their old trenches, waited for the proper moment and then opened fire. Believing themselves surrounded, the remaining Germans surrendered. All the Germans' officers were killed, only 92 surviving of the 200 who attacked."

Beside the French soldiers, Erio says, the Germans were small and miserable looking. It seemed as though they were the last remnants of the Kaiser's army to produce, but, despite their fatigue, they tried hard to preserve a real military bearing.

A wounded Zouave who took part in the Douaumont fighting, and who said he was at Charleville, on the Yser and in the offensive in Champagne, declared these battles were nothing but blood and mud.

"I was at Dixmude," he told me, "and that, too, was nothing. The only thing anywhere near to the hand to hand fighting at Douaumont was the fourth counter attack at Charleville, in August, 1914."

"The boches came upon us like ants swarming from the hills. Our seventy-fives killed them by ranks, but they climbed over the dead to come on. There was a regular barricade of dead at the entrance to the village of Douaumont. At midday Zouaves attacked in sections at a double climb, then each man fought for himself, hand to hand with the enemy. The boches were driven back."

DELAY OF LINER MENACE TO PEACE

Sweden Threatens Open Breach with England Over S. S. Stockholm.

HELD IN BRITAIN
20 DAYS OF TRIP

Manufacturer Is Disgusted by Strict Blockade Policy—Says It Is Hindering Trade.

After many delays at the hands of British authorities which threatened to end in an open breach between Sweden and England, the Swedish-American liner Stockholm arrived yesterday from Gothenburg. It took her sixty-seven days to make the round trip from New York.

The Stockholm left Sweden February 19, and by sailing well to the north of Scotland had escaped two cordons of British patrol boats, when she was sighted by two converted cruisers 145 miles west of the Hebrides. A shot across her bows ended a brief chase, and she was obliged to put into Greenock, where she was held four days. The ship which overhauled her was the former Anchor liner Columbia, now H. M. S. Columbell. At Greenock 117 bags of parcel post were removed. Dr. Alfred Rundstrom, the ship's surgeon, described the adventures on the eastward trip. The liner was held three days at Kirkwall, where a Bavarian officer, crossing as a stoker, was seized. She was then ordered to put into Liverpool, 500 miles out of her course. After a careful search by British soldiers, the passengers were allowed to proceed on other ships, but the Stockholm was held seventeen days. It was this delay that caused rumors of strained relations between Sweden and England.

Criticism of British Blockade.

One of the first class passengers, Dr. Rundstrom said, had a hard time proving he was not a German. He had lost one of his front teeth, which made it impossible for him to pronounce a Swedish word.

A suspicious interpreter thought his stentorian voice like German and looked him up in the forecastle. It

GERMANS CAPTURE VILLAGE OF FRESNES

(Continued from page 1)

Advance along the railroad line in the neighborhood of Regneville. At the same moment the Germans delivered a very violent attack against Hill No. 265. An entire division took part in this maneuver. They were successful in taking possession of this hill, despite heavy losses inflicted upon them by our artillery and our machine guns.

"We are in possession of the village of Bethincourt and the groves to the east of the Wood des Courbeaux and the Wood de Domicres, and the heights of Cote de l'Or."

"Artillery fighting continued actively last night to the east of the Meuse in the vicinity of Bras and Hardaumont, as well as in the Woëvre, in the sector of Fresnes and in the villages located in the foothills."

Berlin Admits Loss.

Berlin also admits the loss of a small section of trench northeast of Vermeux to the British.

"Small British detachments which yesterday penetrated our trench northeast of Vermeux were driven back with bayonets after strong artillery preparations."

Verdun-Chalons Line Aim of New Attacks

Paris, March 7.—The immediate object of the German attacks to the northwest of Verdun, resulting in the occupation of the French advanced post of the village of Forges, appears to be to take the railway between Verdun and Chalons. Forges had 480 inhabitants, who lived in a street of the same name, which runs into the Meuse. The houses, as at Douaumont, were strung along each side of the street that winds through the woods of Forges.

From the Cote de Pote to the Chalons-Verdun railway there is eight miles of territory, reported easy to de-

TWENTY DREADNOUGHTS SAIL OUT OF KIEL

Rome, March 5.—Twenty German dreadnoughts have left Kiel, according to information received here to-day.

The foregoing dispatch was held up by the British censor for two days. Another dispatch filed in London at 3:25 o'clock yesterday morning said that a fleet of twenty-five German warships was observed on Monday, cruising in the North Sea. This message was received in London from Vlieland, North Holland. It was added that the vessels approached from the northeast and disappeared northward.

took the captain and other officers a whole day to secure the passenger's release.

Ephraim Zinn, a hardware dealer of this city, took the round trip on the Stockholm. He was disgusted with the strict blockade imposed by the British. "England is producing commercial stagnation," he said, "it is impossible for her to demand that goods manufactured especially for me in Sweden could not be sent to me without the British consul's special permission. While Sweden was formerly divided in her sympathies between Germany and the Allies, Britain's unreasonable blockade attitude is now uniting Sweden to Germany."

"The Stockholm's long delay only strengthened that feeling. While we were held in Kirkwall and Liverpool, it was almost ludicrous to watch the friction between the customs and military officials. They were forever crossing each other."

"The United States is laughed at abroad. In Sweden they call President Wilson the 'Crown Prince of England.'"

Among the other passengers was Gustav Heyer, who is on his way to Washington, where he has been appointed Swedish Vice-Consul. He is taking a large batch of dispatches to the consulate.

The Stockholm was delayed thirteen hours at the entrance to the harbor by snow and fog.

One great difficulty for the Germans to overcome, it is pointed out, would be the heights of the Bois Bourras-Charny, on the right bank of the Meuse, which the defensive organizations of the fortress. The Germans now hold in that territory the interior of the loop of the Meuse.

French military critics continue to search for a reason that could impel the German effort against so difficult a position as Verdun and its adjacent defensive lines on the right and left. The "Temps" concludes that the events in Turkey are sufficient explanation.

"Erzerum, Mush and Bitlis," it says, "mark rapid steps in the Russian advance toward the Black Sea. The Russians have opened in Persia Kermanshah, the door of Mesopotamia. Serbian army will be reinforced by a Serbian army and become a threat more and more formidable for the Bulgarians."

"It was to counteract the impressions caused by events in the East and against discontent which is echoing in the Prussian Diet and the German Parliament that decided the Germans to let loose their offensive against Verdun in this season, unfavorable for operations and transport."

Crown Prince Preparing for Big Drive on Belfort

(By Cable to The Tribune.)

London, March 7.—An Amsterdam dispatch to "The Morning Post" says that information has been received there that the Germans will start an offensive on the line from Verdun to Belfort.

The Crown Prince of Germany and his staff recently inspected the German troops and the military preparations in upper Alsace. Rumors are current that the Crown Prince will establish his headquarters at Mulhausen in order to direct the operations, which, it is expected, will be developed in the Belfort region.

Earl Curzon's Elbow Fractured.

London, March 7.—Earl Curzon of Kedleston, Lord Privy Seal, is confined to his residence suffering from a fractured left elbow, the result of an accident.

MUNITION FLEET OFF TO FEED WAR

Loaded with Wholesale Death, Nine Ships Sail to Help Allies.

ONE BOAT PUTS BACK;
ENGINE CRIPPLED

Cedric, Filled to Capacity, Starts on First Eastward Trip in Many Months.

Hundreds of tons of ammunition and all sorts of other war supplies for the Allies left this port on Friday, Saturday and Sunday. One shipload included forty tons of trinitrotoluol, a very high explosive used in the largest field guns. This consignment alone would be enough to blow whole regiments to atoms.

Nine vessels were included in what seemed to be a week-end shipping party for the Allies. Their cargoes included everything, from rifles, bayonets and cartridges to cannon castings, aeroplanes and motor trucks. There were also vast quantities of barbed wire for entanglements, copper, steel, cotton, hardware, tools, gun carriages, rubber tires and machinery to supply soldiers' needs.

Cedric Sifts Eastward.

The largest munitions carrier was the White Star liner Cedric, but lately released from Admiralty service as a transport. She sailed Saturday on her first eastward trip for the company for more than a year and a half. The Cedric's manifest included 23,981 cases of empty shells, 3,528 cases of cartridge cases, 5,500 cases of cartridges, 1,574 cases of fuses, twenty-three cases of rifles, twenty cases of rifle barrels, forty-six cases of bayonets, sixteen cases of revolvers and 341 cases of canisters. There were seventy-three automobiles stored on the Cedric's decks, as well as sixty-seven aeroplanes and parts and eleven tractors. Below decks were 4,314 bales of cotton.

The Rochambeau, of the French Line, left for Bordeaux on Saturday with another large load of munitions. She also carried passengers. An inspection of her manifest showed 2,130 cases of cartridges, twenty-eight cases of rifles with bayonets, eight cases of automobiles, ten cases of aeroplane stabilizers and large consignment of wire, chemicals and leather.

Horses for Italy's Troops.

The California, of the Anchor Line, sailed for Liverpool on Sunday with passengers and a cargo of metals, automobile tires, lubricants, rubber and machinery. The Italian liner Napoli left the same day for Genoa with forty tons of trinitrotoluol aboard. She carried also 800 horses, supposedly for the Italian troops. In the cargo were various sorts of military equipment, and her manifest included the unusual item of "ninety-two packages of old anchors and chains."

The Napoli loaded her explosives in Graveyard Bay.

Other ships sailing within the same thirty-six hours with munitions were the Ardmore, for London; the Southampton, for St. Nazaire, France; the Agincourt, for Cardiff, Wales; and the Headley, for London. The Ardmore put back into port yesterday, reporting engine trouble, and anchored off Stapleton, Staten Island.

WALLS PREACH THRIFT IN LONDON STREETS

"Don't Be Ashamed to Wear Old Clothes," People Are Told.

(By Cable to The Tribune.)

London, March 7.—The walls of London previously covered with recruiting appeals were to-day suddenly posted with placards saying: "Don't use motor cars for pleasure! Don't be ashamed to wear old clothes in wartime! Don't keep more servants than absolutely necessary!"

The posters and with a general appeal for thrift as an aid to end the war. Downing Street was liberally plastered with the bills, but by an apparent oversight the walls of Nos. 10 and 11, the official residence of Premier Asquith and Mr. Lloyd George, were left untouched.

Dazed, sick, frostbitten, footsore, clinging to existence, herding with others—on and on from dawn to dusk plod ten million women and children and old men—"The Homeless Hordes of Russia," described by Richard Washburn Child who saw them—in this week's

Collier's THE NATIONAL WEEKLY

CHURCHILL WARNS BRITAIN ON NAVY

(Continued from page 1)

was for him to overcome the difficulty. It would not suffice to say he was doing his best.

Churchill's Zeppelin Remedy.

The speaker said that the Admiralty must prepare to meet new and novel dangers by novel expedients. It was the unexpected that must be guarded against. "The submarine menace," he said, "may present new and grave dangers, for which the Admiralty must be prepared with maximum efficiency. The great remedy against Zeppelins is to destroy them in their sheds, and I cannot understand why the policy of Lord Fisher as myself is not carried out to raid these sheds at Dusseldorf and Wilhelmshaven."

"Lord Fisher," said Colonel Churchill, "must be brought back to the Admiralty, where there exists lack of driving power and energy which cannot be allowed to continue. The Admiralty would be vitalized and animated by the recalling of Lord Fisher."

I desire to have placed on record an attitude of pure strategic passivity would not have been the attitude of my board of the Admiralty during 1915."

Referring again to Lord Fisher, Colonel Churchill continued: "When Prince Louis of Battenberg laid down the charge which he had executed so faithfully, I was certain there was only one man who could succeed him, and that man was Lord Fisher. I am glad that I would work with no other First Sea Lord."

Tells of His Own Headship.

"The first six months of the naval administration in this war will, in my opinion, rank as one of the most remarkable periods in the history of the naval navy. My mind is clear that we cannot afford to deprive ourselves of the navy of the strongest and most vigorous forces available. No personal consideration must be allowed to stand between the country and those who serve her best."

Colonel Churchill concluded with an earnest appeal against a "negative strategic policy," declaring that the naval board over which he presided would never have been content with a naval policy of "pure passivity."

Mr. Balfour continued, in the naval estimates earlier in the session, had said that never before in Great Britain's history had there been so much naval construction as in the last three months, adding that the fleet was far stronger than at the outbreak of the war, except in regard to armored cruisers.

Transported 4,000,000 Combatants.

Mr. Balfour emphasized the magnitude of the task Great Britain had taken upon herself since the operations in the Mediterranean began, in transporting, feeding and supplying the forces there. Moreover, the appearance of German submarines, not only in home waters but in the Mediterranean, had added to the responsibility already undertaken. He said about 4,000,000 combatants, 1,000,000 horses, 2,500,000 tons of stores and 27,000,000 gallons of oil for the British and their Allies had been transported. This task had thrown an enormous amount of work upon the Admiralty which could not have been foreseen at the outbreak of the war. The dangers experienced were new dangers, and he felt the nation could look with satisfaction at the manner in which the Admiralty had carried out its vast work.

Justice had not been done, Mr. Balfour continued, in the preparations made by the Committee for Imperial Defence and the Admiralty for such a sudden emergency as arose in August, 1914. He found done all and more than they had professed to do.

Mr. Balfour said the work of the

Saks & Company

Broadway at 34th Street

Neverbreak Hundred WARDROBE TRUNK

JUST GET THIS ONE FACT—AND PLEASE REMEMBER IT

Regardless of the trunk you buy or the price you pay, nowhere can you get a greater value or better service than in the NEVER-BREAK HUNDRED.

Price \$15

It is a compact, commodious wardrobe trunk for man or woman, at the price of a good suitcase.

Carries six suits or twelve dresses—a coat, your shoes, hats, and linens in compartments properly divided and easy to get at.

But best of all, it turns your wardrobe over to you at the journey's end just as you put it in—everything crisp and clean and without a wrinkle. It can't ruffle your clothes, and it won't ruffle you, either.

The patented removable garment rack can be lifted



out "bodily" (clothes and all) and hung in a closet on two ordinary hooks or nails.

YOU CAN'T GET THIS REMOVABLE RACK FEATURE IN ANY OTHER TRUNK ON THE MARKET.

If you appreciate your clothes and personal appearance—you surely want this trunk.

Once more the price—FIFTEEN DOLLARS.

RUSSIAN SHIPS CLEAR ROAD TO TREBIZOND

Precede Troops, Shelling Turks Out of Shore Towns.

Petrograd, March 7.—The success of the Russian Black Sea fleet in landing forces to the east of Trebizond is attracting great attention. Russian strategy is gradually expelling the Turks from the coast towns on the way to Trebizond. The capture by the Russians of Trebizond will enable the central army to resume its westward march.

Russian progress along the Anatolian coast has been the result of a series of strategic moves by the fleet and the coast troops. The fleet, being used as a mobile right wing for the shore troops, has advanced ahead and struck the Turkish forces on the flank, forcing them to retire. Landing parties then join the shore forces in occupying the abandoned coast towns.

Since the mountains along the shore offer an insurmountable barrier to a frontal attack, the Russian staff apparently has decided to direct its sole effort upon a continuation of the coast maneuvers to drive the Turks from this region.

An official statement issued to-night by the War Office says: "On the Caucasian front our troops continue pressing the Turks from Manavra. We captured another gun. On the Persian front we occupied Cola, forty versts (about twenty-six miles) west of Kermanshah."

BURTON DENOUNCES U. S. FOREIGN POLICY

Sudden Shifts Make Europe Have Contempt for Us, He Says.

Trenton, N. J., March 7.—United States Senator Theodore E. Burton, of Ohio, denounced President Wilson's foreign policy as vacillating and "impossible" in an address to-night at the dollar dinner given in the Moore House by the Republican County Committee of Mercer County.

"How can you expect the people of this country to stand by the President when he cannot stand by himself?" he asked. "It is because of the President's ever changing policy that European powers look upon us as weak and have only contempt for us."

"The President called upon the Allied Powers to cease arming merchant vessels, and announced that this country was seriously contemplating treating such armed merchantmen as ships of war, since it was obviously unfair to ask submarines to expose themselves to attack in order to warn such armed vessels."

"Then Germany actually took advantage of this situation to say that, on and after March 1, they would regard all merchantmen carrying armament as warships and would exercise the right to destroy them without warning. But our Washington Administration immediately said that the Central Powers could not do this."

"Thus we attempted to persuade England and France to give up a right they claimed under international law, but would not ask Americans to yield a right they claimed under the same law."

GERMAN RAIDER IN PACIFIC Seen in Magellan Strait—Four Allied Ships Seek It.

Honolulu, March 7.—The Australian battle-cruiser Australia and the cruiser Sydney, with probably the Japanese cruisers Chitose and Tokiwa, are searching for the German raider in the Pacific, according to reports from officers of the British steamer Niagara. The raider is said to have been sighted in the Strait of Magellan.

Two Score Years of Telephony

FORTY years ago, Alexander Graham Bell spoke over the feeble instrument he had invented, to Thomas A. Watson—only two telephones in the world and a hundred feet of wire.

Recently the same men spoke to each other from the Atlantic to the Pacific over the Transcontinental Line—more than fifteen million telephones in the world and nine million miles of telephone wire connect every state in the union, and the wireless telephone has extended speech across our ocean boundaries.

A chorus of twenty-eight million Americans is brought into perfect unison daily by the Bell System, that unifier of the nation and harmonizer of distant peoples, which bridges distances, outraces time and makes a whole nation one community.

NEW YORK TELEPHONE COMPANY

C'est Impossible!

Years ago when first the Tecla Pearl was evolved in a Paris laboratory, the jewelers of that great city were frankly incredulous.

"It is impossible," they said, "that science should produce a pearl to match the fabled glories of the deep sea specimen."

Yet Tecla Pearls have survived the incredulity of experts, and are today worn and prized the world over as practically indistinguishable copies of the deep sea pearl.

Tecla Necklaces

with diamond clasp \$75 to \$350

Tecla

398 Fifth Avenue

Lord & Taylor

38th Street FIFTH AVENUE 39th Street

MEN'S FINE SHOES

Lord & Taylor Footwear standards insure the correct style, the comfort, the serviceability of these remarkable offerings.

Leathers of dependable qualities; lasts on the most approved lines. Prices that afford substantial economies.

1000 Pairs of Men's Shoes \$2.95

Our former prices \$5.00 to \$7.00

Patent leather; lace and button Shoes in several styles. Not all sizes in each style, but every size in the assortment.

Lace Shoes Special, \$3.95

Newest Spring lasts. Tan and black Russia calfskin; unusual value.

Bench Made Boots \$7.85

Our former price \$10. Tan, black and patent calfskin. Incomplete size range.

James McCreery & Co.

34th Street 5th Avenue

"McCREERY SILKS"

Famous Over Half a Century The Finest Silks the World Produces

Additional assortments of the latest Novelties in Silks and Satins, identical to those being shown in Model Gowns, are now on sale.

Special for Wednesday, March 8th

5,000 yards of Superior Quality, Double Width Crepe Meteor in a complete assortment of this season's latest evening and street shades, White or Black.

yd. 1.75 formerly 2.50

Heavy Quality Washable Broadcloth Silk in White or Flesh Color, 32 inches wide.